

HAVE YOU TRIED
"POMRIL"
(PURE APPLE JUICE).
54.00 PER ONE DOZ. QUARTS.
38.00 PER TWO DOZ. PINTS.
SOLE AGENTS—
H. PRICE & CO.
12, QUEEN'S ROAD.

Hongkong Daily Press.

ESTABLISHED 1857

NO. 13,471 號書十柒百肆千叁萬壹第 日期十式月叁年柒十二號光 HONGKONG, THURSDAY, MAY 16TH, 1901. 廣東省 號陸十月伍年壹零年九千壹英港香

PRICE, \$21 PER MONTH

INSURANCE

EVERY FACILITY
in connection with Life Assurance Business is
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THE STANDARD LIFE ASSURANCE
COMPANY.
ONE of the largest and wealthiest of the
Prestigious Institutions of the United Kingdom.
Forms of application and all information
will be promptly afforded on application to
DODWELL & CO., LTD., Agents
Hongkong, 12th February, 1901. [7-668]

HOTELS

HONGKONG HOTEL

A First Class Hotel in every respect.
Elegantly Furnished Reading, Music, and
Smoking Rooms.
Dining Accommodation for 250 persons.
Hydraulic Elevators to every floor.
Cuisine of the best.
Hot and Cold Water throughout.
Wines and Groceries imported specially from
Europe and America.
Electric Lighting in the Billiard Rooms.
Wines, &c., cooled by Refrigerator.
All Hotel Linen washed on the premises by
Machinery.
Bedroom Accommodation—132 rooms.
Fire Extinguishing Mains on every floor.
CHARGES MODERATE.

THE PEAK HOTEL.

City Office: 7, Duddell Street. [905]

HOTEL CRAIGIEBURN.

PLUNKETT'S GAP, THE PEAK, near the
Train Terminus.
Tel. 56.
For Terms, apply to the
MANAGER.
Hongkong, 2nd July, 1900. [53]

THE WAVERLEY HOTEL.

ICE HOUSE STREET, HONGKONG.

A FIRST-CLASS PRIVATE HOTEL.

Handsome Furnished and Exceedingly
Spacious Rooms.
Very MODERATE TERMS to FAMI-
LIES by the DAY or MONTH. [51]

THE CONNAUGHT HOTEL

A FIRST-CLASS HOTEL of 45 Bed-
rooms, elegantly furnished.
The Hotel is situated near all the Banks and
Principal Offices in the Colony.
Special Attention paid to the Comfort of
Guests.
Cuisine excellent; under Experienced Ma-
nagement. Terms Moderate.

A. FONSECA,
Manager.

Hongkong, 1st December, 1899. [52]

KOWLOON HOTEL.

THIS HOTEL is situated in a quiet
locality, away from the din and disturbance
of the City, and surrounded by a delightful
Garden, it is an ideal place of Residence.
The building stands on an eminence, giving a
magnificent view of the Harbour and the
City of Victoria. It is within easy access of
the Kowloon Wharves, where the principal
Mail Steamers disembark Passengers, and from
which there is a regular ferry service to Hong-
kong.
Bowling Alleys and Billiards.
The Cuisine is Excellent.

J. W. OSBORNE, Manager.
Hongkong, 8th September, 1900. [677]

"BOA VISTA" HOTEL, MACAO.

CHARMING HOTEL for TOURISTS to
spend a few days in the Holy City.
Macao is 40 miles West of Hongkong, and
the trip is made each day (Sundays excepted) by
the Steamer "HEUNGSHAN," Capt. W. E.
CLARKE, arriving Hongkong at 2 P.M., and
Macao at 8 A.M. Connection made at Macao
with Company's Steamer to and from Canton.
Cable Address—"Boavista".

CLARKE & CO.,
Proprietors.

For Terms, apply
906a. MANAGER.

WO FAT & CO.

SHIP-CHANDLERS, SAIL-MAKERS,
GENERAL STOREKEEPERS.
No. 11, LEE YUEN STREET, EAST.
Hongkong, 26th July, 1900. [267]

WATSON'S
"E"
VERY OLD LIQUEUR
SCOTCH WHISKY.
A. S. WATSON & CO.
LIMITED,
THE HONGKONG DISPENSARY. [a1632]

CUTLER, PALMER AND CO.
WINE SHIPPERS SINCE 1815.
Who have consigned their Brandy to Hongkong
for over half a century.
Apply to G. C. ANDERSON,
Hongkong, 13, Praya Central. [47]

JOHN WALKER & SONS'
FAMOUS
KILMARNOCK WHISKY.
This World-renowned
FINE OLD HIGHLAND WHISKY,
Sole Shippers—CUTLER, PALMER & CO.,
is obtainable in Hongkong from their Agents.
SIEMSSEN & CO.
Hongkong, 1st January, 1901. [49]

GUTLER, PALMER
& CO.'S
PRICE \$10.75 PER DOZEN.
NET
"SPECIAL BLEND" WHISKY
Blended
of Selected
Distillations of the
Finest Scotch Whiskies
Apply to
SIEMSSEN & CO. Hongkong. [48]

HONGKONG HIGH-LEVEL TRAM-
WAYS COMPANY, LIMITED.
TIME TABLE.

TRADE
MARK

7.30 a.m. to 8.00 a.m. ... Every 10 minutes.
8.03 a.m. to 8.30 a.m. ... Every 15 minutes.
8.30 a.m. to 9.30 a.m. ... Every 10 minutes.
9.30 a.m. to 10.30 a.m. ... Every 15 minutes.
11.30 a.m. to 12.45 p.m. ... Every 15 minutes.
12.45 p.m. to 1.15 p.m. ... Every 10 minutes.
1.15 p.m. to 2.15 p.m. ... Every 15 minutes.
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.
3.30 p.m. to 3.30 p.m. ... Every 10 minutes.
5.30 p.m. to 8.00 p.m. ... Every 10 minutes.
8.45 p.m. & 9.30 p.m. to 11.15 p.m., very 1 hour.
SUNDAY.
9.00 a.m. to 8.30 a.m. ... Every 15 minutes.
8.30 a.m. to 9.30 a.m. ... Every 20 minutes.
9.30 a.m. to 10.30 a.m. ... Every 15 minutes.
10.30 a.m. to 11.00 a.m. ... Every 10 minutes.
12.00 Noon to 1.00 p.m. ... Every 15 minutes.
1.00 p.m. to 5.00 p.m. ... Every 10 minutes.
5.00 p.m. to 6.00 p.m. ... Every 10 minutes.
6.00 p.m. to 7.00 p.m. ... Every 15 minutes.
7.00 p.m. to 8.00 p.m. ... Every 10 minutes.
NIGHT CARS as on Week Days.

Extra cars at 11.30 p.m. and 11.45 p.m.
SPECIAL TERMS by arrangement at the Com-
pany's Office, 38 & 40, Queen's Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st April, 1901. [a908]

VICTORIA CYCLE EMPORIUM.

THE pleasure of cycling consists in having
a first class Machine, and the above Es-
tablishment is always leading in this respect.
We are Agents for the famous "NEW
HOWE" and "MONOPOLE" CYCLES,
and we also supply fittings of every description.
Bargains can be had in second hand Machines.
Repairs executed with promptitude and skill.
Enamelling a specialty.

MCKIRDY & CO.
43 & 43a, QUEEN'S ROAD EAST.
Hongkong, 4th April, 1901. [a948]

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
\$5.00 per Cask of 375 lbs. net ex Factory.
\$3.00 per Bag of 250 lbs.
SHEWAN, TOWNS & CO.
General Managers.
Hongkong, 2nd July, 1900. [a3102]

WILLIAM MACLEOD, D.D.S.
DENTIST.
BEACONSFIELD ARCADE.
(Opposite Hongkong & Shanghai Bank.)
Hongkong, 10th November, 1900. [a76]

LANE, CRAWFORD & CO.
BEDSTEADS.
100 BEDSTEADS IN BRASS AND IRON
AND ALL BRASS.

100 WIRE SPRING MATTRESSES.
TO MAKE ROOM FOR NEW STOCK, LANE, CRAWFORD & CO. ARE
OFFERING THE ABOVE AT GREATLY REDUCED PRICES. AN INSPECTION
IS INVITED.

LANE, CRAWFORD & CO. [a38]

CUTLER, PALMER & CO.
ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.
Their Brandy are favourably known all over the World.
The following are some of their Stocks with the undersigned.—

SUPERB OLD COGNAC, C.P. & CO.'S INVALIDS' PORT

\$22.50 PER DOZ.

Distinguished by 4 Stars on the label.

ANOTHER FINE COGNAC, \$16.75 per doz.

Less old than the above.

THE ELITE OF WHISKY.—

THE "PALL MALL,"

\$20 PER DOZ.

11 Years old; the finest quality shipped.

Each bottle bears an Analyst's certificate.

C. P. & CO.'S OWN SPECIAL

BLEND WHISKY,

\$10.75 PER DOZ.

Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS; THEY ARE UNEQUALLED AT THE PRICE

AGENTS—SIEMSSEN & CO., HONGKONG. [a47]

AQUARIUS.

PURE, SPARKLING, TREBLE-DISTILLED
TABLE WATER.

The extreme care taken in the Manufacture of this Water obviates all possibility of its
containing any deleterious matter of any nature whatever. It has the advantage of mixing
readily with Wines and Spirits, without in any way interfering with their character.

SOLE AGENTS—

CALDBECK, MACGREGOR & CO.

WINE AND SPIRIT MERCHANTS.

15, Queen's Road, Hongkong, 16th May, 1901. [a40]

COTTA M & CO.

JUST RECEIVED

MANILA HATS
LADIES AND GENTLEMEN'S.

WATKINS, LIMITED

66, QUEEN'S ROAD CENTRAL, HONGKONG

CHEMISTS

AERATED WATER MANUFACTURERS

WINE AND SPIRIT MERCHANTS

CIGAR DEALERS

COMMISSION AGENTS, &c.

PHOTOGRAPHIC PLATES, PAPERS AND CHEMICALS.

EASTMANS KODAK'S, FILMS AND ACCESSORIES.

DEVELOPING AND PRINTING UNDERTAKEN.

A. CHEE & CO.,

17a, QUEEN'S ROAD, HONGKONG. [a43]

... CHEMISTS

AERATED WATER MANUFACTURERS

WINE AND SPIRIT MERCHANTS

CIGAR DEALERS

COMMISSION AGENTS, &c.

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A. CHEE & CO.,

17a, QUEEN'S ROAD, HONGKONG. [a44]

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EASTMANS KODAK'S, FILMS AND ACCESSORIES.

DEVELOPING AND PRINTING UNDERTAKEN.

A. CHEE & CO.,

17a, QUEEN'S ROAD, HONGKONG. [a45]

THE CLUB HOTEL, LIMITED.

No. 5-B, BUND, YOKOHAMA.

THE above Hotel, with 70 Rooms, is centrally situated, faces the Harbour, and offers all the
comforts of a home. The Cuisine is in charge of a French Chef. The Manager's wife
devotes herself specially to the welfare of the Lady guests.

All Passenger Steamers are met by the Company's Steam Launch.

Telegrams addressed to "CLUB HOTEL," Yokohama, will ensure the attendance of the
Hotel Committee at the Railway Station to meet arriving guests.

Terms from Yen 4.00 per diem upwards. Special terms for a prolonged stay.

A. H. CAMPBELL,

(Late of the Florence Hotel, Kandy, Ceylon).

MANAGER.

Hongkong, 3rd May, 1901. [1166]

REMINGTON TYPEWRITERS

WITH ALL REQUISITES.

SIEMSSEN & CO.,
SOLE AGENTS.

KELLY & WALSH, LTD.

NEW BOOKS.

SIR ROBERT HART'S BOOK ON
CHINA, \$3.50.

"THESE FROM THE LAND OF
SINIM" ESSAYS ON THE CHINESE QUESTION.

A YEAR IN CHINA, 1899-1900, by CLIVE BIGHAM, C.M.G., (

INTIMATION.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

In view of recent events and to meet the expressed wish of some of our constituents we have THIS DAY.

CLOSED
THE

HONGKONG DISPENSARY

SODA WATER FACTORY,

although fully confident of the absolute purity of the output from this source.

We are now making Aerated Waters only at our WEST POINT Factory which is openly situated facing the sea, and is the finest and most commodious Soda Water Factory in the FAR EAST.

Orders will be received as usual.

A. S. WATSON & CO.

LIMITED,

AERATED WATER MANUFACTURERS

ESTABLISHED 1841.

Hongkong, 13th May, 1901.

sketch, Mr. GOMPERTZ says: "It will be seen that until a good deal of work has been done on the land the judicial functions of the Court do not begin to be exercised. As soon as the last day for receiving claims is past, all the land in a District that has not been claimed should be marked off as Crown Land. When all the claims are collected, the separation of those which are undisputed will leave a comparatively small residue for the Court to deal with. The undisputed claims are immediately available, and can be handed over to form the basis of a permanent rent-roll."

From the last sentence of the above it will be seen that the work is now in hand by which districts in the New Territory are to be made to pay their contribution to our Colonial revenues, as they should have done long ago. Hitherto during our three years' occupation of the Territory the owners or presumed owners of land have apparently been enabled to enjoy their claims free of rent. We have not heard of any payment on account of even a portion of the rent for land. It is likely, we fear, to be long before the Land Court finishes its work, unless the available Staff is increased as suggested by

Mr. GOMPERTZ. The question is worth serious consideration whether it is not possible to ask the present holders of unsettled land to make some payment at least, for the privileges which they now enjoy and in which the majority of them may ultimately be confirmed—for, as the Report points out, by far the major portion of the land under cultivation or covered by buildings is held by persons whose claims to the ownership is not disputed. In these circumstances, it is not unreasonable to expect that those who enjoy privileges should commence to pay for them, partially at least, now. They have too long been in an entirely anomalous position. Anything tending to relieve the burden on our exchequer of the New Territory is to be welcomed, we should imagine. The Land Court occupies the time and labour of valuable officials, and it must be a matter of many years before the New Territory can be made to pay its way. In the meantime we have at least one way, involving no hardship or injustice to the occupiers of land, of obtaining a small return from the New Territory. It is impossible to avoid the conviction that hitherto affairs have been completely mismanaged from the financial point of view.

In reply to a query regarding the item "Telephone" in the balance sheet of the Alice Memorial and Nethersole Hospitals for 1900, the Hon. Treasurer begs to state that the sum of \$80 per annum is expended on the upkeep of a telephone in Nethersole Hospital, the telephone in the Alice Memorial being maintained free of cost by the China and Japan Telephone Co., Ltd. The Hon. Treasurer begs to acknowledge with thanks the following donation to the funds of the Hospitals:—H. N. Cooper, \$10.

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An opportunity is given for those in want of an useful mount to secure one by attending the auction sale advertised to take place opposite the City Hall to-day, at 2 p.m., of horses drafted from the 1st Bengal Lancers. We are informed that these horses are to be sold to make room for remounts now being purchased in India, and are not "east horses" in the ordinary acceptation of the term; they have all been through the China Expedition in North China, and would have gone North again with the regiment had not the order for the front been cancelled.

We are informed that when the chief officer of the P. & O. s.s. *Sobrasa* left that steamer on Sunday last, the 12th inst., the boiler which had been taken to the stranded steamer for salvo purposes from Shanghai, and which will be sold at Messrs. Hugues and Hough's sales rooms on Wednesday next, by public auction, as Lot 3, is connected to the ship's deck steam-service, and that all the cranes but one were up and ready for working if steam had been got up. The fore derrick was in place and intact with gear. The windlass was intact, and there were eight lengths of cable remaining. The spare bow anchor was ready to put out if steam had been got up. There were sheer legs rigged over the engine room (skylight cut away) and over forward and after stoke-holes, and there were boats, blocks, and falls available for lowering gear over the side. Two Berthon boats remained, and four Chamber's Patent boats. There was a 6-inch wire lawer laid out on port quarter to a 4-ton anchor, both recoverable, a 3½-inch wire lawer laid out on port bow to a 30-cwt. kedge, also recoverable. The coal is easily available on board, as well as fresh water for drinking purposes.

A Tokyo telegram of the 6th inst. to the *Asahi*, says that progress in connection with the Korean loan affair is now reported to be slow. The contract, as before the Japanese Government, is understood to be very incomplete with regard to the security for the loan, and it is doubted if there may not be some secret conditions attached to it. The rate of interest allowed on the loan is only 5.5 per cent per annum, and it is regarded as impossible that this rate can be profitable with incomplete security, if there is no political significance in the loan. The Japanese authorities are reported to be pursuing their investigations actively. The attitude of the Powers remains indefinite. The States are indifferent, and the British Government is not expected to do much at present, as her Minister to Seoul is absent. One half of the Yunnan Syndicate is French and a fourth is Belgian; while the rest is British, and it may be impossible for the British Government to oppose the loan. (One account makes Mr. Pritchard Morgan at the back of the whole affair.) The Japanese Government has not received any definite statement regarding the British Acting Minister's protest against the Korean Government's demand for the surrender of the residence of Mr. McLeavy Brown.

BIRTH.

On the 6th May, at Orchard Road, Singapore, the wife of H. S. PINCK, of a son.

DEATH.

At "Belvoir," No. 23, Steven's Road, Singapore, Mrs. J. H. W. HEDLUND, mother of Mrs. BICKER, aged 77 years.

The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD, CL.

LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 16th May, 1901.

In the last number of the *Government Gazette* appears the Report of Mr. H. H. J. GOMPERTZ, Member of the Land Court, on the work of the Court last year. To the Report are appended some "Notes on Land Tenure in the New Territory," which go into the general theory of Chinese tenure, anomalies in the New Territory, and the system of land registration. Anyone reading the Report will appreciate that the Land Court undertook a long and arduous task when it commenced to settle claims and survey the New Territory. With regard to the claims, Mr. GOMPERTZ points out that it would accelerate the work considerably to have two more Cadets as Assistant Registrars to work in advance of the Court and prepare the ground for its operations. In survey work, on the other hand, the Colony had the services of a staff of trained Indian surveyors, which, in the absence of any properly qualified Chinese surveyors, was a great advantage. Mr. GOMPERTZ gives a general sketch of the procedure of the Court, which is briefly as follows. A district is selected and its boundaries marked out, and a date is then fixed after which no claims will be received by the Court, notices being sent out. A demarcation party goes out, and persons are invited to attend and give particulars of ownership, pointing out their land, the outlines of which are put into the map. On the last day of claim, the Court has in its possession the maps, the Survey Department's statement giving areas of every claim, the actual claim-forms, and the demarcation books. All unclaimed land falls to the Crown. The disputed claims are next separated from the undisputed, and the latter are first carefully examined to ascertain whether there has been any effective occupation, for, as the Report says, now that there is a ready market for the land, many are anxious to assert rights of ownership which they have never possessed, or which have long belonged to the Crown in consequence of abandonment of the land. Concluding his

Four thatched houses were burned down at Taihau Temple, Tuihung village, near Bay View, at four o'clock yesterday morning, damage being done to the extent of \$70. The Fire Brigade was in attendance.

The transport *Unta* left Kowloon Wharf yesterday morning, having on board the first party of the Bengal Lancers for India. A native band attended at the wharf, and played "Auld Lang Syne" as the troupe got under way.

Sir John Carrington, C.M.G. (Chief Justice), took his seat in the Supreme Court yesterday, when the further hearing of the *Glengyle-Hangchow* Admiralty suits was resumed. Additional evidence was taken, and the hearing was again adjourned.

Warder Robinson, of Victoria Gaol, died in the Government Civil Hospital on Tuesday night from an affection of the brain. He leaves a wife, but no family.

A Chemulpo telegram of the 5th inst. states that eight of the crew of H. M. S. *Barfleur* carried away a quantity of china goods from a Japanese store there, when a dispute took place between them and the Japanese. Two British and four Japanese were injured in a fray which ensued.

Yesterday's lawn tennis results were:—Professional Pairs, final tie—E. F. Mackay and P. A. Cox beat F. Maitland and H. W. Slade (3-6, 6-8, 6-2, 6-3); Championship, final tie—H. Pinckey (holder) beat P. A. Cox (13-11, 2-6, 6-1, 8-6). In the latter event Cox made a good struggle, but in the end could not cope with his

moment rent-roll."

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Sixteen teams have entered for the Straits National Football Challenge Cup, and the opening match is to be played on the 19th inst.

McAuliffe and Jack Slavin, the well-known pugilists, will probably be in Singapore towards the end of this month, and it is likely that a contest will be arranged if a suitable purse be forthcoming.

A correspondent writes to the *Penang Gazette* from Hongkong that he is greatly struck by the private enterprise here, which, he says, is far ahead of anything in the Straits. When the Government declines to move in Hongkong, the ratepayers themselves come forward, and either carry things through or unite with the Government. This, we suppose, is intended for a joke!

Beer, judging from last year's customs returns, is the favourite drink at Bangkok. The value of whisky imported last year was only about 50 per cent. of the value of beer. Most of the beer is got up from Singapore. Some comes direct from Germany. After beer the most popular drink is not whisky, nor wine—it is brandy, most of which, after Singapore, comes from Germany.

The following appointments were announced at the Admiralty last month:—Midshipman C. E. Kennedy-Purvis, to the *Talbot*, to date April 15. Chief Engineer.—W. P. Chapman, to the *Tamar*, for charge of machinery of *Wiccar*, and for general duties in reserve, to date April 1. Engineer.—E. C. Smith, to the *Barfleur*, to date April 20. Surgeon.—P. H. Boyden, M.D., to the *Woodlark*, on re-commissioning, undated.

POLICE COURT.

Wednesday, 16th May.

BEFORE MR. HAZELAND.

CARRYING BURGLARS' TOOLS.

A Cantonese who came down to Hongkong a day or two ago was found at Yau Ma Tei yesterday morning by P. C. 77 with a bundle of clothing and some burglar's tools in his possession. He could of course give no explanation regarding the articles, and was promptly taken to the police station and accommodated with a cell.

When brought into court, the defendant was found guilty by his Worship and fined \$25, with the option of one month's hard labour. Being short of money, the defendant had to go to prison.

The coolie in question, who was convicted a few days ago of being a stowaway, and fined, stated in evidence that it was in consequence of what the first defendant (the carpenter) said that he determined to go to Manila. He had \$85, and of this money he gave the first defendant \$50 to take out for him (witness) a passage to Manila, the balance of \$35 to be paid to the first defendant when the witness got to Manila. The second defendant (the carpenter) took the witness off to the steamer when the \$50 had been paid over, and promised to look after him whilst he was on board and see him safely landed in Manila. The second defendant put him in his room, and told him not to show himself. The witness was discovered when the *Diamante* arrived in Manila on 4th May, and brought back to Hongkong by the same steamer.

Robert Rodger, second officer of the *Diamante*, said the first witness was found in the carpenter's room, lying in the bunk. The carpenter told witness that the man was a sailor on the ship.

Andrew Ramsey, master of the *Diamante*, said that by the law of the United States the first witness would not be allowed to land in Manila, not having been there before. The owners of a steamer were liable to a penalty of \$300.00 for every Chinaman they brought into Manila.

The defendants were fined \$250 each, or four months' hard labour. Both went to prison.

THE CHARGE OF BRIBERY AGAINST AN INSPECTOR OF BUILDINGS.

Percy Thomas Crisp, inspector of buildings, Public Works Department, was brought up on remand from the 11th inst. charged with accepting a bribe of \$40 from one Cheung Sui Kee.

His Worship intimated to the defendant that it had been arranged between the Crown Solicitor and Mr. Francis (counsel for defendant) that the case should stand adjourned till the 23rd inst., at 2.30 p.m.

The defendants were fined \$250 each, or four months' hard labour. Both went to prison.

BEFORE MR. KEMP.

LOOKING FOR WORK.

A coolie was charged with stealing one brass hose-pipe, value \$15, the property of the owners of the steamer *Hamburg*, on the 15th inst. He pleaded not guilty.

The defendant, it appeared, went on board the steamer to look for a job, and whilst waiting he picked up the hose-pipe to examine it. One of the ship's officers observed him, and, under the impression that the defendant was about to steal the piping, placed him under arrest, afterwards hoisting the police flag. A coolie came off to the ship and took the defendant into custody.

The magistrate bound him over in a personal bond of \$50 to keep the peace for six months.

GAMBLERS.

Twenty-three coolies were arrested at 23, Chinese Street.

The defendants denied the charge, but were convicted on evidence and fined—the first and second defendants, for being keepers, \$15, and the remainder \$3 each. The usual order for the forfeiture of all implements of gambling was made.

SUSPECTED PERSONS.

Gligorio Rodil, a Spanish seaman, employed on the steamer *Cheung Ho Kong*, and a Chinese cook on the same vessel, were charged with being suspected persons and found in the corridor of a house at 4, D'Aguilar Street, for the purpose of committing a felony.

Tejo Mal, an Indian shopkeeper, the occupier of the house in question, said he found the two defendants sitting on the stairway at two o'clock in the morning. He called for the police, and two men of the Welsh Fusiliers took the defendants into custody. The Span

about twenty inspectors, who are not paid sufficiently well enough to induce a man with sanitary training and experience to accept such a post. These officers at present, as can be readily understood, are much overworked. These, with a few others, form the staff that is supposed by a careful Government to look after a densely built city containing a population of 10,000 foreigners, and 280,000 Chinese, which is infected with plague, and is not free from other diseases.

Dr. Tidswell, the Principal Assistant Medical Officer of the Government of New South Wales, contributes an article to the January number of the *Journal of the Sanitary Institute* entitled, "Some Practical Aspects of the Plague in Sydney." Though there were less than twenty cases of plague in Sydney, it is interesting to quote the precautionary measures. Dr. Tidswell writes: "Under ordinary circumstances, the medical staff of the Department of Public Health were two (now three) specially qualified hygienists; but there were in addition two Medical Officers of Health, more or less closely in touch with the central office. On the outbreak of plague the medical staff was increased to seven members; two stationed at the hospital, three engaged in regular visitation of the patients, and two mainly occupied in administrative and other general matters connected with the epidemic. From time to time we had the assistance of medical visitors from other colonies who came to gain experience, and of many medical men practising in Sydney, but these were chiefly employed in connection with the inoculation of Haffkine's fluid. I must here remark that, once convinced of the reality of the plague, the medical profession generally gave courteous and loyal support to the Department."

Apparently in Hongkong, in the necessary matter of house-inspection, no provision was made in advance to combat the disease. Whilst the insanitary and uninhabitable-rookeries remain standing in Hongkong, plague, many medical men think, will be always with us; and as vested interests are so great and apparently the principal interests are unrepresented on the Legislative Council, those valuable slums are not likely to be rebuilt until they have collapsed through age. The apparent indifference of the foreign community to plague entitles the Sanitary Department to indulge in slovenly and dangerous habits; and it even went so far as to send plague-baskets over to Kowloon by the public ferry, and would no doubt have continued to do so still had it not been for the newspapers. For this criminal negligence on someone's part the Medical Officer acknowledged his regret! The same officer any day on Caine Road can witness the intermittent passage of but partly-closed plague baskets filled with infected clothing, which are dumped down outside open windows and in much used thoroughfares, whenever the coolies desire to rest.

Now that Europeans in the last few days have succumbed to plague, Dr. Bell may readily be assured that carting a dead-box through the leading streets is not exactly decent, and is an objectionable and a dangerous practice. They would not do it in the streets of London, and there is no reason why it should be done here, although the doctor may personally approve of it. It is, to put it mildly, disagreeable to residents and cruel to the patient. Steamers arriving from Singapore and Manila are rightly quarantined; but is there any inspection over the thousands of natives who daily arrive from plague-stricken Canton, or does the number of passengers appeal to the Government by its immensity? If so, contrast this inaction with the thorough way in which the Shanghai Municipal Council has dealt with arrivals from plague-centres, which has resulted in the "Model Settlement" being uncontaminated when the disease raged here; at present it is more or less trifled with, and the Government prefers to make new roads in a new and barren territory to expending money and energy on cleansing and purifying the vile slums in this overcrowded city.

The Director of Public Works has presented us with a good deal of information about roads in the New Territory, which in years to come will no doubt prove of public use and benefit. If the Acting-Director of Public Works will go out of his way to visit the Western portion of Des Voeux Road and the roads opened on the New Praya and leading to the Canton and Macao Steamer Wharf, he will find roads (1) which would disgrace a Chinese village. These roads are used by thousands of people daily and are absolutely dangerous in wet weather, and they have been in this condition for more than two years. The road to Kowloon Docks is so bad that accidents occur daily, and except to pedestrians it is impassable after rain. The vehicular traffic in the business part of the Colony is very small and is confined to a few roads, and considering the unsatisfactory state they are generally in, it might be well to send a deputation from the Colonial Engineer's department to Macao to study the road system there. In the matter of roads, Hongkong is immensely behind Singapore, the roads of which Colony are usually splendidly kept up.

Another evil which Hongkong is suffering from is that of overcrowding, which the Government is attempting to mitigate by the introduction of the recent ordinance. This naturally falls hard upon the Chinese coolie, who must either pay an increased rent to reside in town or go outside and live at a considerable distance from the scene of his labours. At present no facility exists in the matter of cheap transport, though occasionally rumours are heard of an electric tramway that is to be started, which will enable the European and Chinese employee to live in the suburbs under healthy and reasonable conditions and enable him to travel cheaply to and from his business. But in introducing such an anti-overcrowding ordinance the Government made no arrangement to grapple with the inevitable result. One

of the principal reasons why the plague and other infectious diseases cannot be eradicated from the centre of the Colony is owing to the densely-built streets and badly erected houses. Open spaces as lungs are unknown in the lower thickly-populated levels of Hongkong, and the houses in the slums, which are many, were apparently erected with but one object—to enable the landlord to get as much rent as possible. The houses are badly built, ill-ventilated, and are occupied by a race of people who above any should be treated with as much light and air as can possibly be given them. Hygienic conditions cannot be said to exist, and if Hongkong is ever to be free of plague and other diseases arising from dirt and overcrowding these slums will have to be demolished, roads widened, and open spaces provided. It can serve no useful purpose to pull down an infected house and build another exactly like it on the same spot. It would mean an enormous expenditure if the whole of the slums of Hongkong were to be destroyed; other cities of the world are doing it, and surely Hongkong can attempt something practical if gradual in this direction. Vestal interests are great, and the disadvantage Hongkong labours under is that the unofficial representatives on the Legislative Council are concerned with those vested interests. The Government gracefully left it to the Senior Unofficial Member to attempt to grapple with one of its duties in dealing with overcrowding in Wan Chai, and even condescended to put a few impediments in the way, which fortunately were negotiated, and Wan Chai is to have its reclamation scheme put into practice. The Senior Member is to be congratulated upon doing what the Government should have done, and it is perhaps fair to acknowledge he will be amply compensated by the results.

The other evils can only be dealt with briefly. The question of exorbitant rents is one which presses very heavily on most residents—particularly Europeans with moderate incomes—the Portuguese and the Chinese. In the majority of instances the extortions of the landlords are akin to robbery, for rents have been jumped up without any reason beyond that the owners wish to squeeze as much as possible. The Government's position is that the taxes have increased in proportion, and the Government thereby participates in flagrant squeezing. Prices of provisions are continually rising, through the action of monopolists, as the recent Commission proved. It is difficult to recognise how the Government could interfere in the matter, but it is equally difficult to believe that the Government charged with the prosperity and welfare of the Colony can remain idle whilst the poorer residents are bled month after month by rapacious landlords and scarcely monopolists. Elsewhere in the East, under other governments, a very drastic treatment would be meted out, and it is conceivable that some methods of alleviation could be developed here.

These are some of the evils the Government might tackle with energy and perseverance; but, as residents only too well know, they are not all. They are, however, sufficient to go on with. Seeing that some of them really come within the scope of municipal control, and that the wretched Sanitary Board has been tried and failed, it is not about time that Hongkong should possess the privileges accorded to Singapore and Penang, and the settlement of Shanghai? These places have their Municipal Councils, with most successful and gratifying results. If we possessed in Hongkong that right of control over municipal matters which prevails in Shanghai, it is quite possible to believe that under the guidance of the leading residents as Municipal Commissioners in the Colony, and with a liberal expenditure, many of these evils would be soon abated. We should have good roads, a system of drainage less obtrusive and dangerous than the present, an efficient water supply, a thorough sanitary system of control, a gradual disappearance of slums, and many other improvements which a board of elected unofficial members, who know so well the needs of the place, would provide. The municipal control in Shanghai is one of the least costly, and considering its conditions, the most efficient in the world. Its district adjoins a Chinese city containing 500,000 Chinese, and its municipal affairs are conducted without friction and with complete satisfaction to the residents. With a thorough system of inspection Shanghai has kept the plague from its doors. Singapore and Penang are rightly quarantined; but is there any inspection over the thousands of natives who daily arrive from plague-stricken Canton, or does the number of passengers appeal to the Government by its immensity? If so, contrast this inaction with the thorough way in which the Shanghai Municipal Council has dealt with arrivals from plague-centres, which has resulted in the "Model Settlement" being uncontaminated when the disease raged here; at present it is more or less trifled with, and the Government prefers to make new roads in a new and barren territory to expending money and energy on cleansing and purifying the vile slums in this overcrowded city.

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LATE TELEGRAMS.

NEWS VIA RANGOON AND CEYLON.

THE WAR IN SOUTH AFRICA.

THE LOCATION OF BOER PRISONERS.

London, 30th April. In the House of Commons Lord George Hamilton read a telegram from Lord Canning showing that Ahmednagar was healthier than Kasauli, Ranikhet, or Dalhousie, and equal to Poona or Umballa. He added that under these circumstances there was no reason to alter the existing arrangements.

THE CAPE INVADERS.

London, 1st May. Though General Krüger has re-entered the Orange Colony, several hundred Boers are still scattered in small parties in the Midlands District of the Cape. The British are endeavouring to draw a cordon around the invaders, and slight encounters take place daily.

INDIAN OPINIONS ON AHMEDNAGAR.

Calcutta, 1st May. Relying to Mr. St. John Brodrick, the Englishman reiterates its statements about the unhealthiness of Ahmednagar. It quotes the Sanitary Commissioner's report for 1899, that the place is the most unhealthy in India next after Peshawar; that the disease most prevalent is enteric; and that we only keep troops there because, years ago, the mistake was made of erecting costly barracks there.

Bombay, 1st May.

The Times of India affirms that Ahmednagar is healthy, and quotes reports to prove this.

Allahabad, 1st May.

The Pioneer publishes a number of facts regarding the health of Ahmednagar and concludes: "We do not think there need be any apprehension regarding the health of the Boer prisoners, and the agitation in their favour furnishes a curious commentary on the action of the Government, who specially selected Ahmednagar as having a less trying climate than many other cantonments and as standing well up on the list of healthy stations."

Simla, 1st May.

The returns which have reached Simla show that the death-rate amongst the European troops at Ahmednagar for the past year was only 13% per thousand.

A CANTEEN EXPERIMENT.

London, 2nd May. A successful experiment has been made with field canteen in South Africa rendering the army independent of middlemen. The profits will be distributed among the relatives of those killed.

GENERAL NEWS.

CABLE RATES.

London, 30th April. At the general meeting of the Indo-European Telegraph Company, the Chairman said that the Directors had advocated actively both at home and abroad a reduction in the rates to India, but the accord of other interested telegraph administrations was necessary and the postponement of the International Telegraph Conference, fixed for May till 1902, was likely to prolong the delay.

THE KING'S TITLES.

London, 1st May. The Imperial and Colonial Governments have been corresponding regarding the question of the extension of the King's titles.

THE ARMY SCHEME.

London, 1st May. The Daily News says that a meeting of Service Members of the House of Commons was held yesterday, when a resolution was unanimously agreed to in condemnation of Mr. St. John Brodrick's Army Scheme.

2nd May.

The Times says the Opposition leaders have decided to strenuously resist the Army Reform scheme, holding that better results are obtainable at far less cost.

SALE OF THE LEYLAND LINE.

London, 1st May. The papers generally discuss the purchase of the Leyland Fleet by Mr. Pierpoint Morgan, and apprehensions are expressed of the American domination of the Atlantic carrying the trade. The papers urge the necessity of the country awakening to meet the competition.

THE FAR EAST.

London, 1st May. The Times' Peking despatch says that the German expedition to Shansi has resulted in anarchy in Chihli.

CRICKET—THE L.B.W. RULE.

London, 1st May. At a meeting of Marylebone Cricket Club the proposed change in the leg before wicket rule was carried by 239 against 188, but a two-thirds majority is required the rule remains unaltered.

INDIAN TELEGRAMS.

KRUPP GUNS FOR CABUL.

Calcutta, 1st May. The Englishman states on reliable authority that the Amir of Afghanistan has placed an order for a battery of Krupp guns to be delivered next August, and has paid 62 lakhs of rupees on account.

CENTRAL ASIA.

Allahabad, 1st May. The work which Dr. Stein is at present carrying on in the Taklamakan Desert is greatly facilitated by the ready help which the local Chinese authorities continue to render as regards labour for excavations, etc. About the middle of February the daily minimum temperature was about 10 degrees Fahr. below zero, so work in the desert implied a good deal of exposure.

PLAQUE IN INDIA.

Simla, 1st May. The plague returns for the past week show a further great reduction in mortality alike in Bengal, Calcutta, the North Western Provinces and Bombay, and a small increase in the Punjab. The total number of plague deaths in India numbered 4,093.

Calcutta, 2nd May.

Plague is now rapidly decreasing all over India. The figures for last week fell from 6,304 to 4,093 deaths.

The novelists of the present day are nothing if they are not practical men of business. One of the London illustrated papers gives the following incident:—The editor of one of the leading daily papers received a telegram on the day of the Queen's funeral from a very well-known novelist, which ran as follows: "I am prepared to write you 400 words descriptive of the Queen's funeral for £200." The editor, recalling the fact that this novelist was a man of business, offered £50 per 1,000 words for his stories, assumed the dropping of a nought before the figure, and wired back, "Will pay £200 for 4,000 words." He received the reply, "Not 4,000 but 400 words." Needless to say that the editor did not assess the writer's literary value at quite this high rate, and the negotiation fell through.

AN OLD FRIEND BY A NEW NAME—Liebig Company's Extract will soon be known as LEMCO, the new name placed upon it and composed of the Liebig's Extract of Meat Company's initials.

THE IMPENDING CHINESE LOAN AND ITS SECURITY.

An article under the above heading appears in the Times of the 15th April from a correspondent. He says—Sir Robert Hart's recent suggestions, as reported in telegrams from Peking, with regard to the new and increased sources of Chinese Imperial revenue intended to provide and "compensate" for the indemnity claims now under consideration, would appear to have been framed with a view to fulfilling, at the earliest possible date, those remarkable and prophetic utterances of which the Inspector-General has delivered himself in the Press since the relief of Peking. Were it not for those utterances, it would have been difficult for any one acquainted with Chinese affairs to believe that such suggestions could have emanated in good faith from Sir Robert Hart, who certainly do not represent the man whose administrative talents built up and guided the Customs service in its earlier years. While it is to be hoped that the proposal for obtaining these funds, destined to "compensate" China, will not be seriously considered by the Indemnity Committee at Peking, it must be borne in mind that, despite the state of utter disorganisation into which the Customs service has drifted since 1894, his opinion is still one which carries much weight in that city, where tradition is everything. Moreover, the representatives of the Powers at Peking are, as a general rule, no more conversant with Chinese affairs than is the rural elector of England. It is quite possible, therefore, that, despite the lesson to be read in the last Chinese loan and the *lèkun* control fiasco which has resulted therefrom, the Legations may be only too willing to discuss my proposals which the ingenuity of Li Hung-chang may suggest at this time for the present occasion.

Fortunately for the future peace of China, however, investors in Chinese bonds will hereafter require as security something more than the "simon" politicians vouch for by the "lèkun" political question. It seems inevitable that under existing conditions China must borrow, the anomaly scheme being disapproved by a majority of the Concert. The amount of the loan required remains an unknown quantity, estimated at something over 40 and under 80 millions sterling. When all the claims have been filed and the total amount definitely ascertained, there should remain for the Powers two questions for decision:—(1) In what manner shall the loan be raised; and (2) what revenues shall China hypothecate as security for the same? There is ample time, before the various claims can be completed, for the satisfactory solution of both these questions. I propose to discuss the latter only, since it is with this that the Chinese Government is already endeavouring to deal in accordance with the best traditions of Celestial diplomacy.

The sources from which Sir Robert Hart, on behalf of the Chinese Government, proposes to draw the new Imperial (as distinct from provincial) revenue which shall "compensate" China for her increased indebtedness and enable her to meet it are:—(1) Stamp duties undefined; (2) increased taxation of native opium; and (3) a house tax, as distinct from the present land tax. Under these headings he considers that five, ten, and 20 millions of taels respectively should be the amounts annually available. As to the proposed method of their collection and remittance by the provincial authorities, we are left uninformed—possibly because the unpleasant fact is sufficiently real that these new taxes could not be levied in the interior either by the Chinese authorities or by a foreign collectorate without producing the most serious disorders, if not a general insurrection. The complete failure of Sir R. Hart's attempt, since 1898, to extend the I.M. Customs' system and control to the collection of *lèkun* in districts adjacent to the treaty ports should have been in itself proof sufficient of the futility of any effort which is not accompanied by armed force to modify the methods of the provincial mandarins or to deprive them of any of their prerogatives. Pending the partition of China, it must be at the treaty ports that the Powers concerned (excepting always Russia) can apply the sole argument whereby the Chinese official can be permanently convinced of error: at these ports, therefore, and under foreign supervision, must be collected the revenue needed to guarantee the service of foreign loans.

To deal briefly with Sir R. Hart's proposals:—(1) Under the heading of stamp duties undoubtedly something may and should, hereafter be done, since a welcome addition would thus be afforded to the central Government's legitimate revenues, and the burden thereof would fall on the class best able to carry it—i.e., the peace-loving and prosperous merchants. But the introduction of any general system of stamp duties will be the work, not of months (as Sir R. Hart's proposal appears to imply), but of long and toilful years.

(2) Any large increase in the duties leviable on native opium—and an increase to produce 10 million taels would be very large—must entail, on the one hand, falsified returns of production from the provinces concerned, and, on the other, increased importations of the Indian drug. For the revenue purposes of the central Government the results could scarcely be successful, whilst a considerable addition to the ranks of native officials and underlings would inevitably follow.

(3) Every Chinese administrator knows that the agricultural landowners throughout the country—i.e., the bulk of the population—regard the present land tax as the final limit of their direct taxation. Kang-hsi's edict, being their Magna Charta in this question. A moderate war tax might be possible in a few of the richer cities near the coast, but outside of these it would be simply impossible, unless collected by the aid of Cossacks—a system which Sir R. Hart would probably shrink from adopting.

These proposals, in short, are unworkable. No doubt the intention of the Chinese politicians from whom they originally emanated was to afford some plausible groundwork of figures sufficient to satisfy the Indemnity Committee and to tide over the present negotiations. Past success of the Tsung-ki Yamen in the persistent policy of annihilating the treaties justify their successors in expecting that the artless confidence of European diplomacy in "assurances," agreements, and paper concessions will remain unshaken. Sir R. Hart's original proposals were apparently expressed in the first instance as affording *per se* a sufficient solution of the indemnity guarantee question; their inadequacy being recognized—possibly even at Peking—we are now provided with a "complete programme" (wide the Times of 6th inst.) which relegates these new and "compensatory" taxes to the unassisted care of the Chinese Government—i.e., to the Great Kalends—and proposes as specific security for a new loan certain revenues already in existence. Space does not permit here of a detailed analysis of this complete programme. Suffice it to say, first, that the existing personnel and resources of the I.M. Customs are utterly inadequate to the supervision of the salt excise in the interior of China. Foreign control in the collection of the excise would be a *non grata* for security, and Sir R. Hart has himself admitted his inability to control even

the *lèkun* collectorate of Kiang Hsu for some six or eight years to come! Secondly, the proposed abolition of the Manchu stipends and conversion of the grain tribute are measures to which the privileged supporters of the dynasty would prefer all the Reforms Edicts of 1898 and the capital punishment of every Boxer leader in the Empire. The I.M. Customs could no more carry them out than they could "supervise the raising of the indemnity." Thirdly, the gradual abolition of *lèkun*, coming as a recommendation from the Chinese Government, can only be regarded, in the light of the Tientsin Treaty and subsequent history, as irony, if not as impertinence. Nothing can be more certain than the fact that, no matter what arrangements may be made by the Powers, the native officials of the interior will continue, wherever foreign supervision is not backed by effective control, to levy taxation on every branch of trade and on every class of goods in transit to the uttermost limit of the trader's endurance. That Sir Robert Hart should support Li Hung-ch

4 NEW ADVERTISEMENTS

TO LET.

FURNISHED or UNFURNISHED to 30th April, 1901. No. 3, CAMERON VILLAS, MOUNT KELLETT, PEAK. Apply to— MAJOR ST. JOHN, R.A. At above Residence. Hongkong, 18th May, 1901. [1267]

TO LET.

A FURNISHED ROOM, Hongkong, suitable for Gentleman, with BOARD. Apply by letter to— A. B. Care of Office of this Paper. Hongkong, 10th May, 1901. [1268]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, for ACCOUNT of the CONCERNED.

SATURDAY.

the 18th May, at 2.30 P.M., at their Sales Rooms, Ice House Street, A QUANTITY OF SILK TAPESTRIES & EMBROIDERIES. These SILKS are all made on the Imperial Looms at Soochow and Hungchow for Imperial use, and were stored in the Imperial Household Godowns, Peking.

TERMS.—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 16th May, 1901. [1264]

THE WANCHAI WAREHOUSE AND STORAGE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above Company will be held at the Office of the undersigned, No. 5, Queen's Road Central, Hongkong, on THURSDAY, the 23rd of May, at 3 o'clock in the Afternoon, for the purpose of considering and (if thought fit) approving of an offer for the Sale of the whole of the Company's property on Marine Lot No. 29, 29A, 30 and 30A, Island Lot No. 438-42, 613-615 on terms and conditions which can be ascertained upon enquiry from the undersigned.

MEYER & CO., General Managers.

Hongkong, 16th May, 1901. [1265]

THE REGISTRATION OF TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARKS.

NOTICE IS HEREBY GIVEN that HENRY BALDWIN has on the 11th day of April, 1901, applied for the registration in Hongkong, in the Register of TRADE MARKS, of the following TRADE MARK:—A Representation of a Bull-Dog and the words "BULL DOG," in the name of CURTIS'S AND HADVEY, LIMITED, who claim to be the proprietors thereof. The TRADE MARK has been used by the applicants since March, 1901, in respect of the following goods in class 20—Explosive Substances. A facsimile of the TRADE MARK can be seen at the office of the Colonial Secretary of Hongkong.

Dated the 15th day of May, 1901.

DENNYS & BOWLEY, Solicitors for the Applicant.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"SUISANG."

Captain Todd, will be despatched as above on TUESDAY, the 21st inst., at 3 P.M.

For Freight or Passage apply to JARDINE, MATHESON & CO., General Managers.

Hongkong, 15th May, 1901. [1262]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

FOR YOKOHAMA AND KOBE.

THE Company's Steamship

"INDIA."

Captain Ghezzo, will leave for the above places on WEDNESDAY, the 22nd inst., P.M.

For Freight, apply to SANDER, WIELER & CO., Agents.

Hongkong, 16th May, 1901. [1263]

SHEWAN TOME'S & CO.'S NEW YORK LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"ARARA"

will be despatched for the above port on or about 1st August, 1901.

For Freight, apply to SHEWAN TOME'S & CO., Agents.

Hongkong, 15th May, 1901. [1263]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"SUISANG."

having arrived from the above ports. Consignees of Cargo by her are hereby informed that their goods will be delivered from along-side.

Cargo impeding the discharge or remaining on board after 4 P.M., the 17th instant, will be landed at Consignee's risk and expense into Godowns at EAST POINT.

No Fire Insurance has been effected, Bills of Lading will be countersigned by JARDINE, MATHESON & CO., General Managers.

Hongkong, 15th May, 1901. [1261]

A. LING & CO., FURNITURE STORE,

PLATED, GLASS & CROCKERY WARE. Also POOCHOW LAQUERED WARE. FURNITURE OR HIRE.

13, BEACONSFIELD ARCADE, Hongkong, 1st May, 1901. [1245]

DAVID COSSAR & SON'S MERCHANT NAVY NAVY BOILED LONG FLAX CROWN CANVAS RELIANCE CROWN TARPAULIN ARNOLD, KARBERG & CO., Sole Agents.

3190

AUCTIONS

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, the 16th May, 1901, at Noon, at his Sales Rooms, Duddell Street, 6,500 BOTTLES OF ELECTRICAL WASH BATH REMEDY, for the Cure of a variety of Diseases, especially Rheumatism, Paralysis, Neuralgia, Nerve Disorders and Impurity of Blood, &c.

TERMS.—Cash on delivery. GEO. P. LAMMERT, Auctioneer.

Hongkong, 16th May, 1901. [1252]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, opposite the City Hall,

TO-DAY (THURSDAY),

the 16th instant, at 3 P.M., TWEETY-THE-HREE HORSES, belonging to the 1st BENGAL LANCERS. Further particulars may be had on application to—

HUGHES & HOUGH, Auctioneers to the Government.

Hongkong, 14th May, 1901. [1243]

TO LET.

TO LET.

TWO very spacious and well ventilated TWO-STORIED EUROPEAN RESIDENCES with GARDENS and TENNIS LAWNS, each containing 6 ROOMS, BATHROOMS and OUTHOUSES, in MACDONNELL ROAD, on Inland Lot No. 1,509.

Apply to—

TANG LAP TING, No. 18, Queen Street, Hongkong, or to—

MOK MAN CHEUNG, Butterfield & Swire,

Hongkong, 19th March, 1901. [1063]

TO LET at the PEAK, WYTON NORTH, from the 1st of June.

Apply—

W. STUART HARRISON, Telephone Company.

Hongkong, 15th May, 1901. [1251]

TO LET.

GODOWN in DUDDELL STREET from 1st June.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 1st May, 1901. [1148]

TO LET.

THE EYRIE at PEAK, FURNISHED, Ten to Twelve Degrees Cooler than Lower Levels.

For Particulars, apply to—

R. C. WILCOX, 8, Beaconsfield Avenue.

Hongkong, 14th May, 1901. [1240]

TO LET.

POSSESSION APRIL 1ST.

N. 1, STEWART TERRACE.

Apply to—

J. W. NOBLE, Hongkong, 6th March, 1901. [661]

TO LET.

WITH IMMEDIATE POSSESSION.

N. 9, SEYMOUR ROAD.

Apply to—

S. B., Care of Daily Press Office.

Hongkong, 14th March, 1901. [749]

TO LET.

WITH IMMEDIATE POSSESSION.

H. HOUSE at MOUNT KELLETT SPUR, now in occupation of H. MATHESON BROWN, Esq.

Apply to—

LINSTEAD & DAVIS, Hongkong, 27th March, 1901. [876]

TO LET.

A VERY spacious and well-ventilated EUROPEAN HOUSE with a GARDEN and TENNIS LAWN, No. 37, ROBINSON ROAD, known as "FERNSIDE," containing 6 ROOMS, BATH ROOM and OUTHOUSES.

Possession from 1st June, 1901.

Apply to—

TAM TSZ KONG, 42, Bonham Strand West.

Hongkong, 13th April, 1901. [1008]

TO LET.

(From 1st April next).

TWO SPACIOUS GODOWNS, with UPPER FLOORS for Dry Goods, Nos. 1 and 2, facing the Sea, and Situated at BELCHER'S BAY on Lot 243.

Apply to—

JOSEPH & CO., 1, Duddell Street.

Hongkong, 26th March, 1901. [865]

TO LET.

"RAVENSHILL EAST."

Apply to—

DEACON & HASTINGS, Hongkong, 24th April, 1901. [1095]

OFFICES TO LET.

2ND FLOORS of Nos. 62A and 64, and GROUND FLOOR No. 63, QUEEN'S ROAD CENTRAL.

Apply to—

ON CHAI & CO., 2nd Floor No. 52, Gage Street.

Hongkong, 16th January, 1901. [234]

TO LET.

N. 2 & 5, RICHMOND TERRACE—

Immediate Possession.

Apply to—

LAU CHU PAK, Care of A. S. Watson & Co., Ltd.

Hongkong, 2nd April, 1901. [612]

NOTICE.

"RICHMOND HOUSE," 11, ROBINSON ROAD. Possession from May 1st.

Apply to—

L. T. M., Care of Office of this Paper.

Hongkong, 22nd April, 1901. [1073]

TO LET.

A HOUSE in RIPPON TERRACE.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 2nd May, 1901. [66]

BOARD AND RESIDENCE.

M. R. S. GILLIANDERS

"GLENWOOD,"

21, CAINE ROAD.

Hongkong, 20th September, 1900. [869]

PUBLIC AUCTION.

THE Undersigned have been instructed to Sell by Public Auction, under Bill of Sale, on

THURSDAY,

the 23rd May (instead of as previously advertised).

Off the Yau Ma Tei Police Station, where she now lies, the

PASSENGER STEAM LAUNCH "NAM CHOW."

Built in 1899.

For further Particulars, Terms and Conditions of Sale, apply to—

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DEALERS IN
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MONUMENTS.
DESIGNS & PRICES on APPLICATION
at No. 1, Queen's Road East, Hongkong.
Hongkong, 17th October, 1899. [1044]

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THE Undersigned, being closely connected
with the leading MILLS at PORT
LAND and PUGET SOUND, are always pre-
pared to book orders for any specifications at
LOWEST RATES.

Hongkong, 14th February, 1901. [50]

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INDIAN, Chinese and Japanese Silk Goods
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Jewelry, Cashmere Shawls, Ivory, Sandalwood
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Goods.

INSPECTION IS SOLICITED.
Hongkong, 8th November, 1900. [27]

AMERICAN MACHINERY.

WE HAVE OPENED a MACHINERY
DEPARTMENT, and are prepared to
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GAS & OIL ENGINES, BOILERS,
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ISTS SMALL TOOLS, BUILDER'S
HARDWARE, &c.

Made in America (U.S.A.)
Prices quoted f.o.b. New York, or c.i.f.
Hongkong.

REITER, BROCKELMANN & CO.
Hongkong.

Hongkong, 3rd December, 1900. [125]

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SPORT AND ANECDOTE.

BY AN OLD FOEY.

RADICALISM IN CRICKET.

"To my mind there is a spirit of radicalism rampant amongst a certain section of cricketers—not modern players by the way—which is, I feel, inimical to the true interests of the game." Thus writes Mr. "Plum" Warner in the April number of the *Badminton Magazine* in the course of an able article on the proposed alteration in the law of leg before wicket, which is to be considered by the Marylebone Club on May Day. This is a remarkable charge, but perfectly true, for we generally look for radicalism in the young and energetic, and for conservatism among the old and comparatively inactive. Now in cricket the positions are reversed, for it seems to be the ancient foeyes who want to see every hit run out, and who above all things are agitating for a change in the rule relating to leg before wicket. No doubt many of these gentlemen have been among the greatest exponents of our national summer game, and are actuated by the most sportsmanlike motives—but, after all, we ought to pay considerable deference to those who are now playing, and to the conditions generally of modern cricket. The folly of the radicals in experimenting was seen last summer, when Lord's ground was netted all round like a huge lawn tennis court, and there were strange regulations as to the running of hits in the long field. "In my day we used to run out every hit," sighs the veteran. Quite so, but this has been rendered impossible owing to the crowds which flock round the ground in these days. A fielder cannot go hunting for the ball among spectators and carriages—and besides just imagine having to run out all hits while your partner may be such a huge "puncher" as Mr. Gilbert Jessop, the man with the small body and large heart, as Mr. Francis Ford, the gentle tapper who taps them for four, and as Jack Brown, of England, when he is cutting the cover off every other ball. These men have their counterparts in local matches. Indeed, if this were to be the law, cricket would become very largely a test of endurance for both batsmen and fielders, and no one over 25 could stand the strain involved. But cricket is, I take it, a game of skill, and if the batsman has attained such a degree of accuracy between hand and eye that he can place the ball between an array of fielders so that it can reach the boundary he is entitled to his runs without the fatigue of continual sprinting—while the conditions are the same for both sides. The spirit of radicalism on this point is certainly opposed to the science of the game.

LEG-BEFORE-WICKET.
But let us look at this much debated question of leg-before-wicket. The county captains at their historic meeting on 10th December, 1900, passed a resolution "That any alteration in the existing law of 'leg-before-wicket' would not be beneficial to the interests of the game." As we know the captains are not infallible, and I would go even the length of saying that they are not always judicious, as evidenced by their action against bowlers with a doubtful delivery—but in this case I opine that they are in the main perfectly right. Since 1871, there has been an agitation on this leg-before-wicket rule. The general idea of the radical reformer is that if a batsman standing in the direct line between the two wickets stops the ball with any part of his person, and that ball would be in the opinion of the umpire at the bowling crease have hit the stumps, the batsman shall be out. If this law were put on the books how would a batsman be able to place himself in front of his wicket to pull balls round to leg, and to execute the leg-glance which Ranji has brought to perfection. Again how would he be able to advance his left leg for the off-drive, or to bring his right foot across to make a cut. Every stroke would be fraught with fearsome consequences. The batsmen would be so cautious that he would become a craven potter and scaper, and the bowler would have such a beanfeast that matches would never last long enough to enable county clubs to keep their grounds open at all—and some of them already find the task difficult enough as it is. At least these are my opinions, although it must not be inferred that I am one of those persons who believe in sacrificing everything to the "gate." Mr. Warner thinks that on a good wicket the new law would have no appreciable effect, and that on a sticky pitch, the proposed change would work the greatest havoc, and that the game under these conditions is already difficult enough. The latter-day cricketer is dead against the change, and as I have told you before, a well-known professional bowler laughed at the very idea and even said that the man who made double figures with that rule in force, would be a Grice or a Ranji. I have no desire to beat about the bush, but that professional was Schofield Haigh and he made that remark to me while Yorkshire were batting on a difficult wicket at Bramall-lane. The great desire for change in this instance is due to the fact that the batsmen are so mean as to play breakdowns with their pads instead of their bats. Mr. Warner remarks:—"People talk glibly as if playing the ball with one's legs was the easiest thing imaginable. As a matter of fact, it requires the greatest possible skill" on a batsman's part, and there are few men who can do it with any degree of certainty or success." This, however, is beside the argument, for it requires "the greatest possible skill" to be an artistic "thrower" instead of a bowler, to "push" a ball at billiards, to "pull" a horse cleverly on the Turf, and to deal yourself a "nep" hand. We do not want cheats as clever as conjurors; nor do we want laws which hamper and press unduly on honest players. There are now nine ways of getting a batsman out as rules 21 to 29 inclusive set out. Why not add a rule worded something like this—

13th April, 1901.

PERSEVERANCE LODGE OF HONG-KONG, No. 1,163.

A REGULAR MEETING of the above LODGE will be held at the PINE-MASON'S HALL, Zeilhard Street, THIS EVENING (THURSDAY), the 16th inst., at 8.30 for 9 P.M. precisely.

Visiting Brethren are cordially invited to attend.

Hongkong, 11th May, 1901. [1226]

NOTICE.

\$45,000 TO LEND upon MORTGAGE SECURITY in large or small Amounts.

Apply—

J. J. FRANCIS,
4, Des Voeux Road.
Hongkong, 13th May, 1901. [1225]

R. J. REMEDIOS,
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AGENTS WANTED.

15 to 25 percent Discount Allowed. [302]

PUBLIC COMPANIES

A. S. WATSON & CO., LIMITED.

NOTICE IS HEREBY GIVEN that the SIXTEENTH ANNUAL ORDINARY GENERAL MEETING of the Company (since its registration), will be held in the Board Room at the Hongkong Dispensary, on WEDNESDAY, the 22nd instant, at TWELVE O'CLOCK NOON, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to the 31st December, 1900.

The REGISTER of SHARES will be CLOSED from THURSDAY, the 16th inst., until SATURDAY, the 23rd instant, both days inclusive, during which period no Transfer of Shares will be registered.

By Order,

A. H. MANCELL,
Secretary.

Hongkong, 8th May, 1901. [1206]

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

A N INTERIM BONUS of Twenty per cent. upon Contributions for the year 1900, has been declared.

Warrants will be issued on the 1st May.

By Order of the Board,

W. J. SAUNDERS,
Secretary.

Hongkong, 19th April, 1901. [1062]

THE YANGTSE INSURANCE ASSOCIATION, LTD.

NOTICE TO SHAREHOLDERS.

A DIVIDEND at the rate of Twenty per cent. being Twelve Dollars per Share, on the Paid-up Capital of the above Association, has been declared payable in Ticks at Exchange 73 at the Chartered Bank of India, Australia and China or the Hongkong and Shanghai Corporation, Shanghai, on and after this date to Shareholders of record on the 13th April, 1901.

By Order of the Board of Directors,

W. S. JACKSON,
Secretary.

Shanghai, 24th April, 1901. [1160]

CANTON LAND COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the following:

Cust. No. Shares Numbered in the name of

6 10 51—89 Anthony Bingham, Esq.

7 19 61—70 Do.

8 10 73—80 Do.

9 10 81—90 Do.

14 10 151—160 Creasy Evans, Esq.

15 10 161—170 Do.

18 9 182—190 Fung Shiu Sui, Esq.

19 10 191—200 Do.

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20 10 246—255 A. G. G. Gordon, Esq.

33 10 311—320 Eleazer Silas Kelly, Esq.

34 10 321—330 Do.

35 10 331—340 Do.

36 10 341—350 Do.

37 10 351—360 Do.

with Transfer Deeds Attached having been LOST. New Certificates for the same will be issued one month from the date hereof, and the Original Certificate will be considered by the Company as null and void, and all persons are hereby warned against accepting or negotiating same.

SHEWAN, TOME & CO., General Managers.

Hongkong, 7th May, 1901. [1202]

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VIA
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From England to the Cape, and Crossing the Line—The Naval Brigade in South Africa (Boer War, 1899-1900)—Off to the Front (Cape)—Spion Kop—Vaal Krantz—Final Operations and Relief of Ladysmith—From the Cape to China—The Naval Brigade in North China with the Allied Forces—To the Relief of Peking—Summary of Siege—Appendix.

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Hongkong, 18th March, 1901. [782]

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LONDON	CALCHAS	Brit. str.	—		BUTTERFIELD & SWINE	On 28th inst.
LONDON	DARDANUS	Brit. str.	—		BUTTERFIELD & SWINE	On 11th June.
LONDON	MACHAON	Brit. str.	—		BUTTERFIELD & SWINE	On 25th June.
LONDON	PROMETHEUS	Brit. str.	—		BUTTERFIELD & SWINE	On 28th inst. at Noon.
REMBEN, via PORTS OF CALL	PREUSSEN	Ger. str.	—	E. Pfehn	MELCHERS & CO.	On 28th inst. at Noon.
MARSEILLES, LONDON & ANTWERP, V. S'PORE, & MARSEILLES & LONDON	AWA MARU	Jap. str.	—	N. Trent	NIPPON YUSEN KAISHA	To-day, at Noon.
MARSEILLES, &c. via PORTS OF CALL	CANTON	Brit. str.	—	C. E. Lockstone, R.N.R.	P. & O. S. N. Co.	On 26th inst. at 1 P.M.
MARSEILLES, &c. via PORTS OF CALL	INDUS	Fren. str.	—	R. Riquier	MESSENGERIES MARITIMES	On 31st inst. at Daylight.
MARSEILLES, &c. via PORTS OF CALL	INABA MARU	Jap. str.	—	W. Bainbridge	NIPPON YUSEN KAISHA	On 24th inst.
MARSEILLES, &c. via PORTS OF CALL	SUZIA	Ger. str.	—		HAMBURG-AMERIKA LINIE	On 31st inst.
MARSEILLES, &c. via PORTS OF CALL	SEGOVIA	Ger. str.	—		HAMBURG-AMERIKA LINIE	On 10th June.
MARSEILLES, &c. via PORTS OF CALL	WITTENBERG	Aus. str.	—		HAMBURG-AMERIKA LINIE	On 18th inst. P.M.
MARSEILLES, &c. via PORTS OF CALL	GISELA	Brit. str.	—		SANDER, WIELER & CO.	On 24th inst.
MARSEILLES, &c. via PORTS OF CALL	AFRIDI	Brit. str.	—		DODWELL & CO. LIMITED	On or about 1st Aug.
MARSEILLES, &c. via PORTS OF CALL	AEARA	Brit. str.	—		SHEWAN, TOME'S & CO.	On or about 1st June.
MARSEILLES, &c. via PORTS OF CALL	ATHENIAN	Brit. str.	—	H. Mowatt, R.N.R.	CANADIAN PACIFIC R. CO.	On 5th June.
MARSEILLES, &c. via PORTS OF CALL	EMPEROR OF CHINA	Brit. str.	—	E. Archibald, R.N.R.	CANADIAN PACIFIC R. CO.	To-morrow.
MARSEILLES, &c. via PORTS OF CALL	TAOMA	Brit. str.	—	A. Dixon	DODWELL & CO. LIMITED	To-morrow.
MARSEILLES, &c. via PORTS OF CALL	KNIGHT COMPANION	Brit. str.	—		SHEWAN, TOME'S & CO.	On 25th inst. at Noon.
MARSEILLES, &c. via PORTS OF CALL	CHINA	Brit. str.	—		PACIFIC MAIL S. S. CO.	On 18th inst. at Daylight.
MARSEILLES, &c. via PORTS OF CALL	HONGKONG MARU	Jap. str.	—		TOYO KISEN KAISHA	On 10th June.
MARSEILLES, &c. via PORTS OF CALL	BELGIAN KING	Brit. str.	—		BUTTERFIELD & SWINE	On 24th inst. at 4 P.M.
MARSEILLES, &c. via PORTS OF CALL	KASUGA MARU	Jap. str.	—	H. Fraser	NIPPON YUSEN KAISHA	On 30th inst. at 5 P.M.
MARSEILLES, &c. via PORTS OF CALL	EASTERN	Brit. str.	—		CHEE, LIVINGSTON & CO.	On 10th June.
MARSEILLES, &c. via PORTS OF CALL	CHONGSHA	Aus. str.	—		BUTTERFIELD & SWINE	On 22nd inst. at Daylight.
MARSEILLES, &c. via PORTS OF CALL	INDIA	Jap. str.	—		SANDER, WIELER & CO.	On 24th inst. at Noon.
MARSEILLES, &c. via PORTS OF CALL	WAKASA MARU	Jap. str.	—		NIPPON YUSEN KAISHA	On 21st inst. at Noon.
MARSEILLES, &c. via PORTS OF CALL	ROSETTA MARU	Jap. str.	—		NIPPON YUSEN KAISHA	To-day, at 5 P.M.
MARSEILLES, &c. via PORTS OF CALL	MIKE MARU	Brit. str.	—		SIEMENS & CO.	To-morrow, at Noon.
MARSEILLES, &c. via PORTS OF CALL	LYEEMON	Aus. str.	—		MESSENGERIES MARITIMES	On or about 20th inst.
MARSEILLES, &c. via PORTS OF CALL	MELFOMENE	From. str.	—		P. & O. S. N. CO.	On or about 24th inst.
MARSEILLES, &c. via PORTS OF CALL	NATAL	Brit. str.	—		BUTTERFIELD & SWINE	On or about 31st inst.
MARSEILLES, &c. via PORTS OF CALL	PARRAMATTA	Brit. str.	—		SANDER, WIELER & CO.	On 19th inst.
MARSEILLES, &c. via PORTS OF CALL	JAVA	Brit. str.	—		MITSU BUSSAN KAISHA	On 22nd inst. at Daylight.
MARSEILLES, &c. via PORTS OF CALL	WOOSUNG	Jap. str.	—		MITSU BUSSAN KAISHA	On 29th inst. at Daylight.
MARSEILLES, &c. via PORTS OF CALL	ANPING MARU	Jap. str.	—		MITSU BUSSAN KAISHA	On 21st inst.
MARSEILLES, &c. via PORTS OF CALL	AKASHI MARU	Jap. str.	—		JARDINE, MATHESON & CO.	To-morrow, at Noon.
MARSEILLES, &c. via PORTS OF CALL	MAIDZURO MARU	Jap. str.	—		SHEWAN, TOME'S & CO.	To-day, at 5 P.M.
MARSEILLES, &c. via PORTS OF CALL	LOONGSANG	Brit. str.	—		BUTTERFIELD & SWINE	On 21st inst.
MARSEILLES, &c. via PORTS OF CALL	DIAMANT	Brit. str.	—		JARDINE, MATHESON & CO.	On 24th inst. at Noon.
MARSEILLES, &c. via PORTS OF CALL	SUNGKANG	Brit. str.	—		NIPPON YUSEN KAISHA	
MARSEILLES, &c. via PORTS OF CALL	SUSANG	Brit. str.	—			
MARSEILLES, &c. via PORTS OF CALL	HIROSHIMA MARU	Jap. str.	—			

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Hongkong, 13th May, 1901. [1239]

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA

THE Company's New Steamship

"DIAMANTE."

Captain A. Ramsay, will be despatched as above TO-DAY, the 16th May, at 5 P.M.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with the Electric Light.

A Doctor is carried.

For Freight or Passage, apply to SHEWAN TOME'S & CO., General Managers.

Hongkong, 10th May, 1901. [1219]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA

THE Company's Steamship

"LCONGSANG."

Captain Weirall, will be despatched as above TO-MORROW, the 17th inst., at Noon.

This steamer has superior accommodation for First Class Passengers. It is fitted throughout with Electric Light, and carries a Doctor.

For Freight or Passage, apply to JAEDINE, MATHESON & CO., General Managers.

Hongkong, 15th May, 1901. [1250]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI.

THE Company's Steamship

"MELFOMENE."

Captain Matcovitch, will leave for the above place TO-MORROW, the 17th inst., P.M.

For Freight or Passage, apply to SANDEE, WIELER & CO., Agents.

Hongkong, 13th May, 1901. [6]

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Agents for and in connection with OREGON RAILROAD AND NAVIGATION COMPANY

operating the New First Class Steamships "INDRAVELL," "INDRAPURA,"

"KNIGHT COMPANION"

between HONGKONG and PORTLAND (OR), calling at SHANGHAI, NAGASAKI, KOBE, MOJI, KOBE and YOKOHAMA.

THE Steamship

"KNIGHT COMPANION"

will be despatched for Portland (OR) TO-MORROW, the 17th May.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points.

For through rates of Freight and further information communicate with or apply to

ALLAN CAMERON, General Agent.

Hongkong, 14th May, 1901. [1048]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR

SINGAPORE, PENANG, RANGOON, COLOMBO, ADEN, SUEZ, PORT SAID, FIUME AND TRIESTE.

(Taking Cargo at through rates to the BRAZILS, to SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"GISELA"

Captain Moza, will be despatched as above on SATURDAY, the 18th May, P.M.

For information as to Passage and Freight, apply to

SANDEE, WIELER & CO., Agents.

Hongkong, 11th May, 1901. [6]

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour.

ADOLPH OBERG, American ship, Amesbury.

CLAUERING, British str., J. Barker—Doddwell & Co., Ltd.

COMPAGNA DE FILIPINA, Amr. str., D. Migno.

Orta—Brando & Co.

PRESIDENT, British bark, R. B. Munro.

Chinese.

RANZA, British str., Arnot—Standard Oil Co.

SEA WITCH, American ship, Howes—Master.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON

REMARKS.

MARSEILLES AND CANTON, Noon, 16th May Freight or Passage.

LONDON, { C. F. Lockstone, R.N.R. May

SHANGHAI, { PARRAMATTA, About 24th May Freight or Passage.

HONGKONG, { JAPAN, May

LONDON, { BENGAL, Noon, 25th May See Special Advertisement.

HONGKONG AND JAPAN, { JAVA, About 31st May Freight or Passage.

PAN, { G. W. Gordon, R.N.R. May

For Further Particulars, apply to H. A. RITCHIE, Superintendent.

Hongkong, 24th April, 1901.

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, Ports in the LEVANTE, BLACK SEA and BALTIK PORTS, NORTH and SOUTH AMERICAN PORTS.

VESSELS ON THE BERTH.

OCEAN STEAMSHIP COMPANY.

OUTWARDS.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"ACHILLES"	On 18th May.
GLASGOW and LIVERPOOL	"PROMETHEUS"	On 29th May.
GLASGOW and LIVERPOOL	"GLAUCUS"	On 11th June.
GLASGOW and LIVERPOOL	"ALCINOUS"	On 14th June.

HOMEBWARDS.

FOR	STEAMERS	TO SAIL
LONDON	"CALCHAS"	On 28th May.
LONDON	"DARDANUS"	On 11th June.
LONDON	"MACHAON"	On 25th June.
LONDON	"PEOMETHEUS"	On 9th July.

S.S. "MACHAON" from GLASGOW and LIVERPOOL, arrived on 14th May, and will sail for SHANGHAI to-day at noon.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS O. S. S. Co.

Hongkong, 20th April, 1901.

CHINA NAVIGATION CO., LIMITED.

FOR

STEAMERS

TO SAIL

AMOY and SHANGHAI	"WOOSUNG"	On 19th May.
MANILA, PORT DARWIN	"SUNGKUANG"	On 21st May.
THURSDAY ISLAND, COOK TOWN, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHANGSHA"	On 10th June.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 13th May, 1901.

PACIFIC MAIL S.S. CO. OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE

VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

"CHINA"	SATURDAY, 25th May, at NOON.
"DORIC"	SATURDAY, 1st June, at NOON.
"PERU"	TUESDAY, 18th June, at NOON.
"COPTIC"	THURSDAY, 27th June, at NOON.
"CITY OF PEKING"	SATURDAY, 13th July, at NOON.
"GAELIC"	TUESDAY, 23rd July, at NOON.

THE P. M. Co.'s Steamship "CHINA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU on SATURDAY, the 25th inst., at Noon, taking Freight for Japan, United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £1 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct lines.

Particulars of the various routes can be had on application.

Special Rates (first class only) to European Points, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, members of the Naval and Military Services, and to Consular and Diplomatic officials of Governments of China and Japan.

Passengers holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct lines.

Particulars of the various routes can be had on application.

Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

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Passenger Tickets granted to England, France, and Germany by all

POST OFFICE NOTICES.

The China, with the American Mail of the 17th ult., left Shanghai on Tuesday, the 14th inst., at daylight, and may be expected here to-day.
The *Natal*, with the French Mail of the 16th April, left Singapore on Monday, the 13th inst., at 11 a.m., and may be expected here on or about the 17th inst., to letters despatched from Hongkong on the 16th March.

MAILS WILL CLOSE.

FOR DAY AND HOUR.

FOR	DAY AND HOUR.
Canton.	Hankow
Shanghai.	Thursday, 16th, 11.00 a.m.
Singapore.	Macau
Macau.	Thursday, 16th, 11.00 a.m.
Kuching and Samshui.	Hongkong
Karatsu.	Ariake Maru
Manila.	Divanatu
Shanghai.	Lycomoon
Singapore, Penang and Colombo.	Lokang
Canton.	Ava Maru
Manila.	Pocas
Moji, Kobe, Yokohama, Victoria, B.C. & Tacoma.	Tacoma
Manila.	Loongrang
Shanghai.	Esang
Moji, Kobe, Yokohama, and Portland (Oregon).	Knight Companion
Shanghai.	Malpomone
SHANGHAI, NAGOZAKI, KOBE, YOKOHAMA, HONOLULU AND SAN FRANCISCO.	Hongkong Maru
Singapore, Penang and Rangoon.	Giecia
Swatow, Amoy and Tamsui.	Moidzuru Maru
Amoy and Shanghai.	Woosung
EUROPE, &c., India via Takuolin.	Registration ... 10.00 A.M.
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)	Letters ... 11.00 A.M.
India.	Paper ... 10.30 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.)
Singapore, Penang and Calcutta.	Letters ... 11.00 A.M.
Manila.	Tuesday, 21st, 2.00 P.M.
Kobe and Yokohama.	Tuesday, 21st, 4.00 P.M.
Singapore, Samarang and Sourabaya.	Wednesday, 22nd, 11.00 A.M.
TO-DAY.	Thursday, 23rd, 11.00 A.M.

Sale, Medicine, Sale Rooms, Mr. Geo. P. Lamont, noon.
Sale, Horses, opposite City Hall, Messrs. Hughes and Hough, 3 p.m.

COMMERCIAL.
CLOSING QUOTATIONS.

WEDNESDAY, 15th May.

ON LONDON.—Telegraphic Transfer ... 1/11.
Bank Bills, on demand ... 1/11.
Bank Bills, at 30 days sight ... 1/11.
Bank Bills, at 4 months sight ... 1/11.
Credits, at 4 months sight ... 2/04.
Documentary Bills, 4 months sight ... 2/04.

ON PARIS.—Bank Bills, on demand ... 2/48.
Credits, at 4 months sight ...

ON GERMANY.—On demand ... 2/013.

ON NEW YORK.—Bank Bills, on demand ... 483.
Credits, 60 days' sight ...

ON BOMBAY.—Telegraphic Transfer ... 147.
Bank, on demand ... 1/148.

ON CALCUTTA.—Telegraphic Transfer ... 147.
Bank, on demand ... 148.

ON SHANGHAI.—Bank, at sight ... 721.
Private, 30 days sight ...

ON YOKOHAMA.—On demand ... 2/ p.c.m.
On demand ...

ON MANILA.—2/ p.c.m.
On demand ...

ON SINGAPORE.—On demand ... 3/ p.c.m.
On demand ...

ON BATAVIA.—On demand ... 1182.

ON HAIKONG.—On demand ... 2/1 p.c.m.
On demand ...

ON SAIGON.—On demand ... 2/ p.c.m.
On demand ...

ON BANGKOK.—On demand ... 60.
SOVEREIGN, Bank's Buying Rate ... \$10.32.

GOLD LEAF, 100 line, per tael ... \$51.75.

BAE SILVER, per oz. ... 274.

OPIUM.

Quotations are—Allow 20c. net. to 1 cent.

Malwa New ... \$830 to — per picul.

Malwa Old ... \$840 to \$850 to —

Malwa Old ... \$860 to \$870 to —

P. P. paper-wrapped ... \$820 to —

Persian fine quality ... \$850 to —

Persian extra fine ... — to —

Patna New ... \$942 to —

Patna Old ... \$942 to —

Banaras New ... — to —

Banaras Old ... \$857 to —

VESSELS EXPECTED.

THE AMERICAN MAIL.

The P. M. steamer *China*, with mails, &c., left Shanghai for this port on the 15th inst., at 5 a.m.

The O. & O. steamer *Doric*, with mails, &c., from San Francisco to the 25th ult., via Hongkong, has arrived at Yokohama and left for this port on the 16th inst., a.m., via Inland Sea, Kobe, Nagasaki and Shanghai.

The P. M. steamer *Peru*, with mails, &c., left Nagasaki and Shanghai.

The P. M. steamer *Peru*, with mails, &c., left Nagasaki for this port via Honshu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 17th inst.

THE FRENCH MAIL.

The M. steamer *Natal*, with the next outward French mail, left Singapore on the 13th inst., at 11 a.m., for this port via Saigon.

THE CANADIAN MAIL.

The C. P. R. steamer *Empress of China* left Vancouver on Tuesday, the 7th inst., for this port via the usual Japanese ports of call.

AMERICAN STEAMERS.

The Austrian Lloyd's steamer *Giecia* left Moji for this port on the 13th inst.

The Austrian Lloyd's steamer *Melponene* left Singapore for this port on the 10th inst., p.m.

The N. Y. K. steamer *Mike Maru* (the *Bomby* Line) left Singapore for this port on the 14th inst., and is expected to arrive here on the 17th inst.

The N. L. steamer *Nurnberg*, from Hamburg, left Singapore for this port on the 11th inst., and may be expected here on or about the 17th inst.

The "Ben" Line steamer *Bengtje*, from Antwerp and London, left Singapore for this port on the 13th inst.

The Austrian Lloyd's steamer *India* left Singapore for this port on the 14th inst.

The P. & O. steamer *Pekin* left Singapore for this port on the 15th inst., at 1 p.m.

The N. P. steamer *Duke of York* has arrived at Yokohama, and sails for Hongkong on the 15th inst.

The Burker Line steamer *Heathcote* left New York on the 31st March for Straits, Hongkong, China and Japan.

The C. & O. steamer *Belgian King* left San Diego for Japan and Hongkong on the 24th ult.

The N. P. steamer *Queen Adelaide* sailed from Tacoma for Japan and Hongkong on the 9th inst.

JOINT STOCK SHARES.

HONGKONG, 15th May

Stocks.	No. of Shares.	Issue Value.	Paid Up.	Last Dividend.	Closing Quotations.
BANKS.					
Hongkong and Shanghai Banking Corporation	80,000	\$123	\$123	30/- div. 10/- bonus = \$10.25 for half year ended 31/12/00	300 p. c. per share \$102.50 London Feb.
Bank of China & Japan, Ltd.	100,875	25	25	None	25.5s.
Do. Deformed	1,250	25	25	2/1 for 1900	22.5s.
National Bank of China, Ltd.	10,070 A	25	25	2/1 for 1900	22.5s.
29,053 B	25	25	2/1 for 1900	21.5s.	
Do. Founder's Shares	750,000	25	25	None	15s. sellers
MANUAL INSURANCES.					
Univ. Ins. Society, Ltd.	10,000	\$250	\$250	40 p. ct. for 1900	\$225, buyers
China Traders Ins. Co., Ltd.	24,000	\$83.33	\$83.33	16 p. ct. for 1900	\$83, buyers
North China Ins. Co., Ltd.	5,000	\$100	\$100	5 p. ct. = 2/5. on ac't. account of 1900	18s. 100, buyers
Yangtze Ins. Assoc., Ltd.	8,000	\$100	\$100	2/2 for 1900	12.5s. buyers
Canton Insurance Office, Ltd.	10,000	\$250	\$250	2/2 for 1900	18s. 100, nominal
Strata Insurance Co., Ltd.	30,000	\$100	\$100	5 per cent. for 1900	nominal
FEES INSURANCES.					
Hongkong Fire Ins. Co., Ltd.	8,000	\$250	\$250	2/2 for 1900	\$260, sales
China Fire Ins. Co., Ltd.	20,000	\$100	\$100	2/2 for 1900	\$87.50
SHIPPING.					
Hongkong, Canton and Macao S. B. Co., Ltd.	60,000	\$125	\$125	12.5 per cent. for year ended 31/12/00	35s. sellers
Indo-China S. N. Co., Ltd.	6,000	\$10	\$10	Spec. int. on account of 1900	18s. buyers
China & Manil S. S. Co., Ltd.	14,000	\$50	\$50	5 per cent. for 1900	18s. 100, sellers
Douglas Steamship Co., Ltd.	20,000	\$50	\$50	12 per cent. for year ending 30/6/00	35s. sellers
China Mutual S. N. Co., Ltd.	20,000	\$10	\$10	Spec. of p. making in all	25s.
Limited Preference.	20,000	\$10	\$10	Spec. of p. making in all	25s.
Do. Ordinary.	20,000	\$10	\$10	Final develop. making in all 11/12/00	25s.
Do. do.	20,000	\$10	\$10	12.5 per cent. for 1900	22s. sellers
Star Ferry Co., Limited.	10,000	\$10	\$10	12.5 per cent. for 1900	20s. 100, sellers
Shell Transport & Trading Co., Limited.	2,000,000	25	25	Int. of 5 p. cent. on account of 1900	22s. sellers
REFINERIES.					
China Sugar Refining Co., Ltd.	20,000	\$100	\$100	Final of 30/- working for 1900	135s. sellers
Luzon Sugar Refining Co., Ltd.	7,000	\$100	\$100	31/12/00	35s. sellers
MINING.					
Punjor Mining Co., Ltd.	60,000	\$10	\$10	None	8s. sellers
Do. Preference.	30,000	\$1	\$1	1/10. on account of 1900	8s. 100, sellers
Societe Fran. des Charbonnages du Tonkin.	10,000	\$250	\$250	None	300, buyers
Queens Mines, Limited.	400,000	25	25	7 p. cent. for year ended 30/6/00	7 cents sellers
Joblo Mining and Trading Company, Ltd.	45,000	\$5	\$5	31/7/94 (coupon 9)	5.20, sellers
Raub Australian Gold Mining Co., Limited.	200,000	\$1	\$1	1st. div. per share 10/-	21s. buyers
Olivers Freehold Mines, Limited.	A 15,000	\$5	\$5	None	15s. sellers
Olivers Freehold Mines, B 45,000	\$5	\$4	\$4	35 per cent. for 1900	35s. 100, sellers
DOCS, WHARFS, &c.					
Hongkong and Whampoa Dock Co., Limited.	50,000	\$50	\$50	10 p. ct. & 14 p. ct. bonus, 1/12/00 (except)	13174.
Hongkong and Kowloon Wharf and G. Co., Ltd.	30,000	\$50	\$50	Final of 5 p. cent. on account of 1900	\$103, sales
Wanchai Warehouse and Storage Co., Ltd.	2,000	\$100	\$100	Final of 1/4. Final for 1900 = 22 p. ct. for 1900	80s. buyers
New Amoy Dock Co., Ltd.	6,000	\$62	\$62	35 per cent. for 1900	82s. buyers
LANDS, HOTELS & BUILDINGS.					
Hongkong Land Investment & Agency Co., Ltd.	50,000	\$100	\$100	Final 36 on account 1900	